



The Chartered
Institute of Logistics
and Transport

CILT Link

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT - SRI LANKA

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End of the A380 superjumbo?
Airbus warns future of plane at risk



BLOCKCHAIN: Is it the new revolution in Commercial Aviation?



5th Anniversary Celebrations of CILT YPF Sri Lanka



WILAT Sri Lanka celebrated the fourth anniversary of its flagship event "Ignite"

SRI LANKA

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Editor

Dhashma Karunaratne

Editorial Assistant

Ashan Wickramasinghe

Editorial Board

Amra Zareer
Anjalika Perera
Manjari Nigamuni
Shakya Perera
Yashodha Nirupamala
Biman Hettiarachchi
Sajuni Wasage

Design and Layout

A.D.A. Dilrukshi
✉ anu.dilrukshi@gmail.com

Advertising Enquiries

Maryse De Costa
✉ admin@ciltsl.com



www.facebook.com/CILTSL



<https://twitter.com/CILTSriLanka>

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Editor's Note



Dhashma Karunaratne
CMILT FCMA MBS

Dear readers,

In this article we are focusing on the airline sector and how technology is truly making the impossible possible.

Every day Bitcoin, the crypto-currency that keeps breaking records, appears on the mainstream media. Coupled with the technology that allows it to thrive – Blockchain. The hype behind blockchain technology emerged since 2009 and has been building up for a few years. However this has accelerated in the last few months. A blockchain is a digital database for recording transactions, all parties involved in the transaction can see the database and each transaction is recorded as a block in the chain. All transactions are encrypted and it's alleged to be tamper proof.

The **Blockchain technology has the potential to upend entire industries.** Large multi national corporations such as Airbus are now looking at how they can use Blockchain to drive efficiency through the business with the intention of increasing the bottom line. It also streamlines the process makes it more transparent and can be easily audited by any third party.

Accountants and Auditors instead of spending hours on counting and reconciling, can now become partners analysing the business and contributing towards the commercial function of the business.

Simply put; the **Game Changer for Accounting is now here** and the possibilities and potential are endless; SKY IS THE LIMIT!



CILT Sri Lanka International Conference 2017

“In the past few years Sri Lanka has edged towards becoming a key logistics hub in the region with several local and international firms choosing the island as a preferred hub for their global supply chains,” he added. Capt. Cumaratunga stressed that disruptive technologies for logistics and transport had already disrupted the traditional industry with smart transport and warehousing.

“We are seeing local and global startups and hi-tech advances disrupt traditional practices. These developments will not only create jobs and support economic growth but reduce traffic congestion and ensure resources are put to better use,” he pointed out. Noting that the transformation of Sri Lanka’s logistics industry, raising it to global standards, would enable it to be more competitive, Capt. Cumaratunga called on logistics firms to be ready for



**CILT Sri Lanka Chairman
Capt. Lasitha Cumaratunga**

The Chartered Institute of Logistics and Transport (CILT) Sri Lanka hosted its Annual International Conference 2017 titled ‘The Age of Disruption: A Reality Check on Logistics and Transport’ in Colombo recently focusing on the impact of disruptive technologies on logistics and transport, where experts shared insights on how new trends, including robotics, autonomous vehicles, drones, block chain and artificial intelligence (AI) and big data, affect the sector.

In the opening remarks of the conference, CILT Sri Lanka Chairman Capt. Lasitha Cumaratunga pointed out that logistics and transport play a critical role in the economy and everyday life of the country. He said the rise of Asia’s economic growth has advanced through upward manufacturing and trade agreements, noting that Sri Lanka’s location works in favour of this.

these developments and to embrace disruptive digital technologies to gain an edge in the digital era.

Delivering the keynote address, Dr. Ganeshan Wignaraja, Global Economy Program Chair at the Lakshman Kadirgamar Institute of International Relations and Strategic Studies, said global supply chain trade is an increasingly important part of world trade, with East Asia serving as its hub.



**Dr. Ganeshan Wignaraja
Global Economy Program Chair LKI**

“Today, half of Asia’s trade comes from complex production, but Sri Lanka’s presence in these value chains is very insignificant,” he added. Citing Apple Inc. as an iconic example, Dr. Wignaraja explained it has a very complex supply chain where various parts and components of the phone are made in different places in the world but assembled in China, while design, marketing and branding takes place in its headquarters in the US.

“Apple coordinates these big supply chain settings, standards, quality controls and everybody produces it to their tune. We are missing out on half of potential trade in Asia,” he said, stressing the need for Sri Lanka to plug

into these chains as they presented major opportunities. Technology, natural disasters, political instability and terrorism were underscored as major disruptors to global supply chains in an increasingly uncertain world. Therefore, he called on businesses and governments to study these risks and formulate strategies to mitigate them.

“The global supply chain is very important for us, although we are not a big player in this. Sri Lanka has a very good chance to get into this particularly with smart business strategies, flexibility to deal with disruptions as well as a set of reforms that emphasizes supply chain technology. I am confident we have a good future ahead if we do the right things now,” Dr. Wignaraja stated.



Dr. Harsha De Silva
Economic Development
Deputy Minister

Acknowledging that a dramatic decline in exports to GDP was the biggest issue, Dr. Harsha De Silva highlighted the significance of creating an ecosystem that would help Sri Lanka to ride on exports to the rest of the world and generate competitive job opportunities with higher salaries.

Noting that trade encompasses both imports and exports, he explained that it was very difficult not to import anything and export everything. “People think export is good,

import is bad. That is not the way one needs to look at trade. What makes sense is adding net exports to the GDP. You can only export if you have gold or oil, but in our case we need to add value and export.”

However, Dr. De Silva raised concerns about Sri Lanka’s Ease of Doing Business rankings, which was also highlighted in the World Economic Forum Global Competitiveness Index (GCI) where Sri Lanka slipped to 85th place, down from 71st place in the previous assessment.

Speaking on next generation supply chains, Innovation Quotient Chief Executive Ahmed Irfan gave an in-depth assessment of how disruption from a consumer, the market and logistics could lead to last mile success, where it was possible to really turn the world upside down.

“For example, if you are a banker your traditional competition would be another commercial bank but my biggest threat today is none of them — it would be the



Ahmed Irfan
Innovation Quotient Chief Executive
“Next Generation Supply Chains”

highest penetrated mobile company in Sri Lanka that has 10.3 million customers and each one is a potential candidate for mobile banking. With the rate of smartphone penetration today, that is really a threat for banks. Sri Lankans watch 17 hours of YouTube monthly, that’s 40 minutes per day, where 67% of them are mobile and 30% are watching online on YouTube.

“Battle for the last mile is not about how you get to your customer, but to get the products he wants in

the way he prefers. Look at the deal, assets, leverage, build a circle around the consumer and that’s how the last mile battle works. It is about how you can connect consumer sentiments and consumer discovery to the last mile.”

Thilan Wickramasinghe said, connecting all four pillars together, there will be disruptive models and not disruptive technologies. “Technology is only an enabler, but it is really about technology optimisation within the business.” Elaborating on transport and logistics disruptors that include robotics, IOT and Blockchain, smart manufacturing, AI and Big Data as well as sustainable logistics, he emphasised each sector’s trends and the impact on the industry.



Thilan Wickramasinghe
Create Lab Co-Founder and CEO
“Emerging Technologies in Logistics & Transport”

Wickramasinghe outlined control towers and platform providers, transaction automation, smaller warehousing and fewer jobs as major trends in the transportation and logistics industry. “Increasingly, standalone systems, ERPs in supply, manufacturing, logistics and transportation will be integrated to singular dashboards where AI will play a major role in the management of the flow of goods and information,” he added.

He pointed to launch Accelerators & Hackathons to

embrace the collaborative economy by tapping into the best ideas of the public. Acknowledging that there will be significant shortages of the right technology skills, he asked to equip employees with future skills such as coding, data science and solutions engineering that will ease the supply crunch for skills. “Retrain and retain,” he added.

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The second session opened up with an intriguing presentation by eminent Product Development Engineer **Mr. Tilak Dissanayake** who spoke about “Disruptions

in Aviation.” **Mr Dissanayake** is engaged in a variety of ventures including the designing of a fully robotic air cargo network for “middle mile” courier package transport.

This was followed by “Disruptions in Shipping through Deployment of Information and Communications Technology” by **Mr. Anil Kumar** – Principal Surveyor & Area Business Development Manager – South Asia of Lloyd’s Register Asia. Mr. Kumar has over 28 years of experience in the industry providing core classification and consultancy services to shipyards, ship owners and navies in the Indian Subcontinent and South East Asia.

The final presentation for the day was “Rethinking Last Mile Logistics in the Age of E-Commerce” which was delivered by **Prof. Robert De Souza** – Executive Director/ Professor – The Logistics Institute – Asia Pacific, which is a premier national institute at the National University of Singapore for nurturing logistics excellence in industry, post graduate research and education.



L.S. De Silva

Memorial Lecture



The memorial lecture was titled **“Can Sri Lanka’s Railway Sector Gear-up to serve the Future?”**

It was delivered by Dr. Prianka Seneviratne – Managing Director of C&S Dev Co. Below is an extract from his lecture.

Introduction

Few will disagree that Sri Lanka Railways (SLR) has enormous potential to contribute more to **“developing and uniting the country”** today than when the Railway Ordinance in 1902 formalized the Ceylon Railways for that very reason. Railways must continue to be an integral part of the country’s transportation system and a key player in Colombo’s urban transportation market.

SLR has an ambitious vision - **“To be the most sought-after land transport provider in Sri Lanka, providing unsurpassed value to our stakeholders”**- and a challenging mission - **“To provide safe, reliable and punctual rail transport service for both passenger and freight traffic, economically and efficiently.”** It has an on-going investment program financed from bilateral loans from India and China. Asian Development Bank is preparing a project for possible financing in 2018. Leading local transport experts and SLR are calling for more investment. Some believe that the way forward is for SLR to **“think big, modernize operational assets and institutions, and train and increase staff salaries.”**

This author believes that investments must be immediate, and in measures to improve SLR’s cash flow and service performance by 2023. That means: (i) developing the workforce and instilling a commercial outlook in the organization; (ii) adding rolling stock and improving infrastructure to increase service frequencies, capacity, and reliability; (iii) marketing aggressively for new and more freight traffic by offering enhanced end-to-end solutions; (iv) revamping the physical asset repair and maintenance program; and (v) technologizing all operations to improve customer service, as well as asset and financial management. Instead of depending solely

on treasury allocations, SLR must finance part of these measures by enhancing revenues through: (i) adjusting fares and tariffs to better reflect costs and improved services; (ii) leasing more real estate and advertising space at market prices, and (iii) partnering with the private sector to provide freight and ancillary services such as catering, courier, and real estate management. The feasibility of this approach is demonstrated below using a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis of SLR.

Analysis

SLR still has many **strengths**. It is a globally known brand name with a loyal customer base—many local riders are 20+ year veteran rail-users. The five-year average annual passenger traffic growth since 2011 was 7% despite the low service quality. Its 1300km network connects every major city in the north, south, east and west of the country, which is vital for rapid deployment of emergency relief and security forces. Intercity and urban travel times by rail are substantially lower than by road. For example, according to the current schedule, a rail trip from Mount Lavinia Railway Station to Colombo Fort Railway Station at 0700 hours will take about 30 minutes whereas the same trip by car will take up to 50 min. SLR owns extensive real estate nationwide - about 13,000 acres of land (Lanka Business Online (LBO), 5 June 2017), 160 main stations and other structures that have enormous development potential, and more than 1,000 wagons and carriages that have unused advertising space.

SLR’s **weaknesses** stem mainly from lack of timely investment in fleet replacement, technology, and workforce development in the past. According to the Urban Transport Master Plan (2014), all locomotives, except the diesel multiple units, are older than 10 years. SLR says most of its infrastructure is archaic. These cause frequent breakdowns (mean-time between engine failures in 2015 was 17 hours), derailments, accidents, and speed restrictions. Low on-time performance (35% in 2015), long delays, and accidents have become routine. Scheduled headways of the commuter services are high, even during the peaks. For example, the average scheduled headway

from Gampaha to Maradana between 0530 and 0730 on weekdays is more than 12 minutes. If the typical train configuration is six 80-seat carriages, each train can carry 480 passengers. However, the average riders per train in 2014 was 616, which explains the riders hanging on the doors during the peak. Colombo Page, the web based news site, on 20 October 2017, reported that there were 436 rail-related accidents in 2016 resulting in 180 deaths. Another 76 people were reportedly killed by falling off trains.

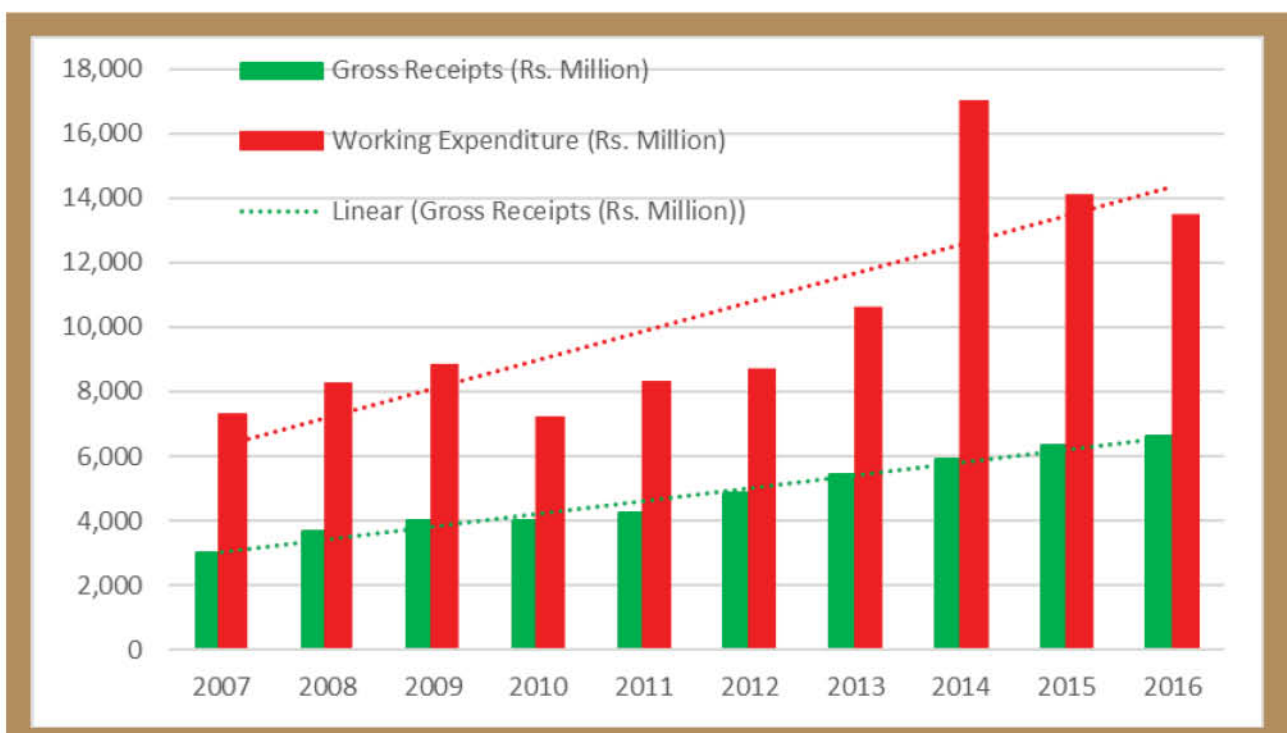
Table 1 below shows that all but one of its key performance

indicators are even lower than of Indian Railways, which are not the best benchmarks. Poor cash flow is the root cause of SLR's operational problems. Its revenue growth is lower than the rise in expenditure as evident from Figure 1. The average annual deficit from 2007-2016 Rs. 5.5 billion. SLR's public service obligation to offer low fares and tariffs is unsustainable and unnecessary in the current economy. The institution lacks a workforce development program-particularly for knowledge retention and succession - and a commercial mind-set to accomplish its mission. Low use of technology in all aspects of operation is keeping the costs high, and efficiency and transparency low.

Table 1: Key Performance Indicators

| KPI | SLR (2015) | IR (2014-2015) |
|---|------------|----------------|
| Operating Ratio | 222% | 91% |
| Million Ton-Km/Employee | 0.07 | 0.55 |
| Million Pass-Km/Employee | 0.42 | 0.92 |
| Million Ton-Km/Route-KM | 0.89 | 11.60 |
| Million Pass-Km/Route-KM | 5.07 | 19.24 |
| Freight Earnings % of Total | 6% | 66% |
| Average Annual Freight Growth (2011-2015) | -7% | 3% |
| Average Annual Passenger Growth (2011-2015) | 7% | 1.5% |
| On-Time Performance | 35% | 78% |
| Share of Total Trips By Season Ticket Holders | | 52% |
| Share of Total Ticket Revenue from Season Tickets | | 21% |

Figure 1: Revenue and Expenditure Trends



There are tremendous opportunities for SLR to turn its losses into profits, and be the player in the transport sector that it can and must be. Many of its weaknesses in fact are opportunities. For instance, the individual and corporate earnings, jobs, and trade will undoubtedly rise as the economy grows at over 5% up 2020. With this, there will be a rise in passenger and freight demand, and the willingness to pay for more and better services. SLR can serve a larger portion of the existing and generated demand by quickly expanding capacity with targeted investments and spreading the peak. Freight traffic demand, which has been declining at 7% in the last 10 years, can be increased by attracting other traffic types. Tea producers are particularly keen to use SLR to bring their produce from the hill country to Colombo as was historically done. The opportunities to better utilize its real estate are also massive. According to LBO, only 15% of its 13,000 acres was leased for commercial use, and only 28% of the 6,400 lessees were paying their rent on time. The rest of the lessees owed SLR Rs. 1.5 billion, which could have reduced its deficit by nearly 23% in 2016. Additionally, there is vast scope for using technology for improving customer service, operations

management, and workforce development. Online ticketing, technology-based inventory control, real estate management, auditing and accounting will not only increase productivity, but also customer convenience and governance. More rail traffic also means less emissions, energy consumption, and need for road investment.

SLR must be mindful of the external, internal, and environmental threats. The privately-owned freight transport services are employing technology and benefitting from better roads to reduce costs and improve service quality. Although the import duty on buses have risen, the operators are offering higher frequency and reliable services to retain and lure more riders. These two trends can cause SLR to lose its already small market share, and even the loyal riders, unless it can improve delivery. Encroachments and illegal use of railway properties and right-of-way are increasing according to SLR. This could threaten the capacity expansion and modernization plans. The main environmental threat is rain. Services are routinely interrupted by floods and landslides because SLR has no early warning systems and emergency management and financing plans in place.

What are other nations thinking and doing?

Operators around the world, both public and private, are seeking to maximize and capitalize on the advantages railways offer. Indian Prime Minister Narendra Modi wants to see railways as the backbone of economic development. Indian Railways, in its Business Plan 2017-2018, has identified key improvement strategies for freight and passenger services, and non-fare revenue sources. Among them are: rationalizing freight tariffs and improving asset utilization through IT solutions; paperless ticketing and improved travel comfort; and generating additional revenue from courier services and advertising. India already has a 10% passenger market share and more than 30% of the freight market, and its operating ratio in 2015 was 91%. IR's capital expenditure is financed from public and market borrowings.

The British Government thinks that rail investment in this generation is vital for the next, and its treasury has approved £48 billion for investment in the five years starting in 2019. It plans to digitize the railways with innovations such as biometric ticketing and provide more trains, greater reliability, and better connections. It is investing despite having a modern system with below EU-average running costs, the most satisfied customers in the EU, an overall passenger market share of 10%, and a 12% share of the freight market. UK government's subsidy for public service obligations is negative, meaning that the rail companies are paying back the tax payers. The investment objective is to "increase reliability and punctuality for the benefit of passengers, communities, the supply chain and the wider economy."

What is SLR doing?

SLR has started investing in some key performance improvement measures. According to media reports, India has extended a line of credit of more than \$1.3 billion, of which \$318 million will be used to procure "six power sets with air-conditioned carriages, 10 engines, 160 carriages, 30 wagons with oil tanks and 20 container carrying wagons." Asian Development Bank is financing an electronic ticketing system. Additionally, the ADB has lent \$1 million to prepare a \$600-million investment proposal to: (i) upgrade and modernize 64km

of infrastructure; (ii) commission new trains; and (iii) strengthen project implementation capacity. China has lent the government nearly \$280 million for the 27km first leg of the new 115km Matara-Kataragama line, and pledged \$363 million for the 48km second leg. Will these investments improve SLR's 200%+ annual operating ratio and its key performance indicators?

Conclusion

Even with the on-going infrastructure and rolling stock investments, the speaker believes that SLR must make immediate parallel investments in the measures mentioned at the outset to sustain the gains from the on-going projects. To recap, investment is needed in:

- Workforce development;
- Freight market share expansion;
- Asset maintenance capacity development; and
- Digitization, particularly making management and service delivery more smart-device based for remote and real-time communication. Simultaneously, SLR must lower its debt, improve governance, and provide end-to-end services by:
 - increasing internal revenue by revising fares and tariffs, developing real estate development, and advertising, at the least;
 - integrating with road public transport by synchronizing schedules and payment modes using technology to provide seamless and paperless travel;
 - partnering with the private sector and academia to develop freight services, courier services, and information technology;
 - increasing emergency preparedness; and
 - Assuring the government and its partners of annual KPI improvements.

These measures do not undermine the propositions in the 2014 Urban Transport Master Plan, which include six rail investment projects valued at more than \$2 billion--mostly for track renewal, signaling, fleet enhancement, and electrification, but without an O&M funding strategy. Nor do they contradict the experts proposing "big thinking, electrification, and developing the railways instead of the Central Expressway," and myriad other big-ticket items. They are measures that can be implemented in a short time and derive significant benefits to travelers while reducing the burden on government coffers. There is no doubt that the projects financed from bilateral and multilateral loans, and the private financing are necessary. However, these projects will take longer to deliver benefits because of their scope and scale, particularly the land acquisition and resettlement requirements. The proposed investments, on the other hand, will prevent further deterioration of services, improve cash flow, and deliver a workforce and instill a commercial outlook in SLR to derive the maximum benefits from future investments.





Admiral (Dr.) Jayanath Colombage guest speaker at CILT P. B. Karandawala Memorial Lecture – 2018

Admiral (Dr.) Jayanath Colombage is a former chief of Sri Lanka navy who retired after an active service of 37 years as a four-star Admiral. He is a highly decorated officer for gallantry and distinguished service. He is a graduate of Defence Services Staff College in India and Royal College of Defence Studies, UK. He holds a PhD from General Sir John Kotelawala Defence University. He also holds MSc on defence and strategic studies from Madras University and MA on International Studies from Kings College, London. He is a maritime security practitioner/specialist with wide experiences in countering maritime terrorism. He is a visiting lecturer at the University of Colombo, Defence Services Command and Staff College (Sri Lanka), Kotelawala Defence University, Bandaranaike Center for International Studies and Bandaranaike International Diplomatic Training Institute. He was the former Chairman of Sri Lanka Shipping Corporation and an adviser to the President of Sri Lanka on maritime affairs. He is a Fellow of Nautical Institute, London UK. Admiral Colombage is currently the Director of the Centre for Indo- Lanka Initiatives of the Pathfinder Foundation. He is also a member of the Advisory council of the 'Institute of National Security Studies Sri Lanka'. He is a Guest Professor at Sichuan University in China.



Ocean brings unknown wealth and potential. It is evident that 95 % of the underwater remains unexplored. The ocean is also the largest habitat for marine life with more than three billion people depending on it as a primary source of protein.

The ocean becomes the focus of attention in the field of development and sustainable development both nationally and internationally. The world is, in many ways, a turning point in your economic priorities in the ocean.

Indian Ocean, which has been nourished for thousands of years by many rivers and tributaries, contains large quantities of commercially exploitable hydro carbons; gas and oil, and seabed minerals in addition to a rich diversity of living resources such as fish and exotic marine life.

In current context, the Indian ocean which surrounds us poses both opportunities and threats. It is viewed by many as the most strategically vital ocean in the 21st century. As India and China struggle to gain dominance, Sri Lanka can play a role to its benefit.



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5th Anniversary Celebrations CILT YPF Sri Lanka

Young Professionals' Forum of The Chartered Institute of Logistics and Transport Sri Lanka has celebrated the 5th Anniversary on 22nd September 2017 at the Auditorium of the National Chamber of Commerce Sri Lanka with the current Core-Committee and Alumni members of YPF Sri Lanka, Main Council Members of CILT Sri Lanka and Members of CILT Sri Lanka Secretariat. The event was planned to create a networking platform for current and former YPF members with CILT Council while appreciating the hard work of the former YPF members. Current Core-Committee members of YPF Sri Lanka presented tokens of appreciation to the former YPF members and the advisory committee of YPF Sri Lanka.





L Core-Committee @ TheMotivator | ©2017 CILT Young



Session for YPFSL Core-Committee @ TheMotivator | ©2017 CILT Young Professionals' Fo



Training Session for the Core- Committee Members of YPF Sri Lanka

CILT Young Professionals' Forum – Sri Lanka has conducted a training session for the core-committee members of CILT YPF Sri Lanka on 18th November 2017 at TheMotivator (Pvt) Limited, Kottawa. Founder of TheMotivator, Eng. Ranil Sugathadasa conducted the session and the core-committee members had a session full of learnings for their professional career as well as their personal life.



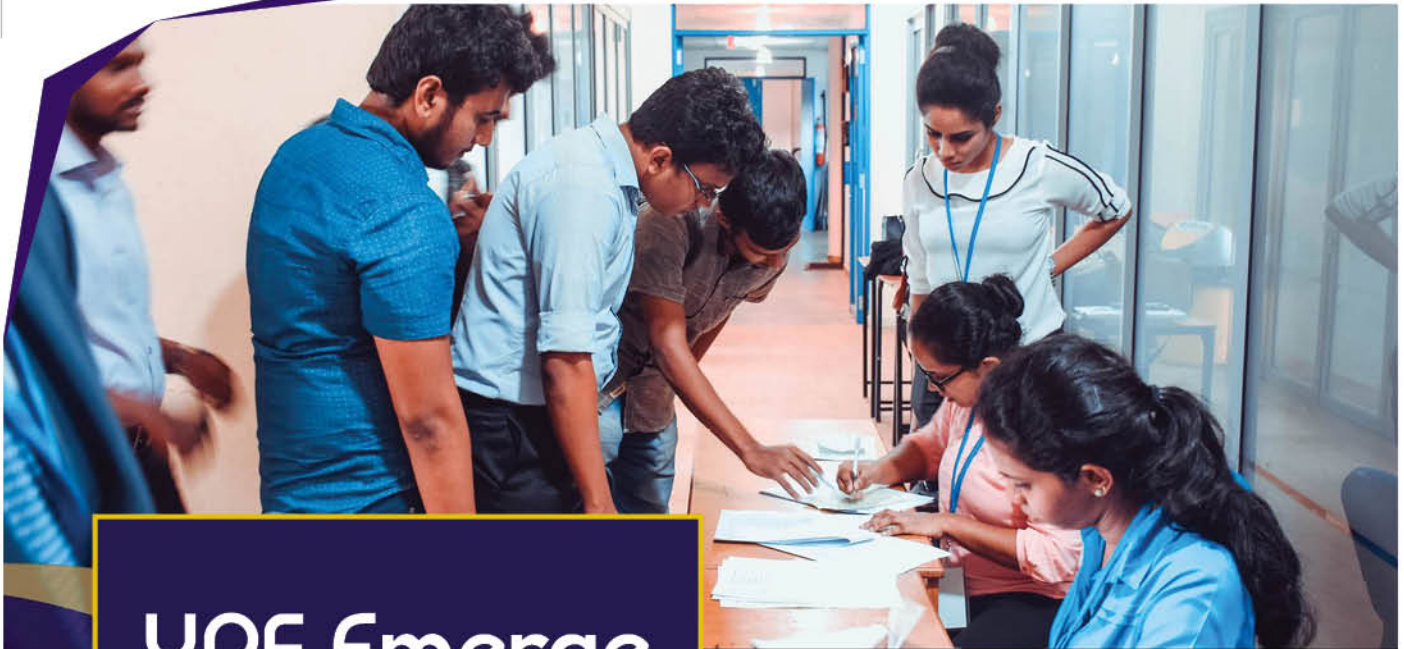
Training Session for YPFSL Core-Committee @ TheMotivator | ©2017 CILT Young Professionals' Forum - Sri Lanka



THE CHARTERED INSTITUTE OF LOGISTICS & TRANSPORT

YOUNG PROFESSIONALS' FORUM

SRI LANKA



YPF Emerge 2017

YPF Emerge 2017 was held on 24th November 2017 from 2.00 pm onwards at the RCU Skills Center, Colombo 07. The event was conducted by Ms. Ganga Nanayakkara, Proprietor of Train and Gain to over 60 participants from various institutes in the field of Logistics and Transport. Unlike hard skills which are purely academic or technical can be learned from schools & colleges. Soft skills are non-academic and cannot be taught. These soft skills are very much necessary for youth for them to succeed in their profession since those will facilitate positive interpersonal behaviors. Having concerned on this YPF Sri Lanka decided to organize YPF Emerge, a workshop on developing soft skills of young individuals in the field of transport & logistics allowing them to remain competitive and productive in the profession.

2017 © CILT YOUNG PROFESSIONALS' FORUM - SRI LANKA
YPF EMERGE 2017
AT RCU SKILLS CENTER | COLOMBO 07



2017 © CILT YOUNG PROFESSIONALS' FORUM - SRI LANKA
YPF EMERGE 2017
AT RCU SKILLS CENTER | COLOMBO 07



2017 © CILT YOUNG PROFESSIONALS' FORUM - SRI LANKA
YPF EMERGE 2017
AT RCU SKILLS CENTER | COLOMBO 07





THE CHARTERED INSTITUTE OF LOGISTICS & TRANSPORT

YOUNG PROFESSIONALS' CHALLENGE 2017



The Grand Finale of CILT Young Professionals' Challenge 2017 was held on the 20th January 2018 at the BCIS auditorium, BMICH, Colombo 07. Team Desire from University of Moratuwa won the title and Team 4K from University of Moratuwa became the 1st Runner-Up while Team SWOTZ from University of Moratuwa becoming the 2nd Runner-Up in the fourth chapter of CILT Young Professionals' Challenge.

"CILT Young Professionals' Challenge" aims at promoting innovative thinking among budding young professionals in the field of the Transport & Logistics industry in Sri Lanka. It also focuses on giving a platform for youth to showcase their talents while broadening their horizons which will lead to building competencies among future professionals in our industry.

The competition held under two phases. The first phase registered teams to submit a word-processed report providing solutions to a set of hypothetical scenarios presented to the contestants. Four teams were short-listed from the report writing round and advanced to the final round where teams presented their cases which was evaluated separately. In this year's competition, All the teams played the role of a Consultancy team, who should provide a professional report discussing the issues at hand and providing recommendations and fair analysis to the hypothetical Cleveland Hospitals Ltd to overcome the concerns cited in the Scenario document of the CILT Young Professionals' Challenge 2017.

WiLAT Sri Lanka celebrated the fourth anniversary of its flagship event “Ignite”

On the 16th of November 2017 at the Kingsbury hotel

“Ignite” is a planned mentoring program where both mentors and mentees are selected after a careful evaluation. Eleven Mentors from the Logistics, Transport and Supply Chain Industry in both the corporate and academic fields pledged their support to mentor twenty five undergraduates who were inducted to the program in 2017.

Mrs. Gayani De Alwis, the Chairperson of WiLAT Sri Lanka, in the opening address, enlightened the audience on the objective of the Ignite Mentoring Program. She stated that, “Ignite” was launched with the initiative of developing and supporting young professionals and undergraduates to harness their talents by providing opportunities for learning and development.”



Women in Logistics
and Transport

Major General Channa Goonetilleka, Vice President (CS & HRM) at Lanka Century Investments PLC, was the Chief Guest for the event, and he spoke of the importance of mentoring, and related his military experience to show how the military coached and mentored their personnel at all stages of their life.

The keynote address was delivered by Mr. Samith Perera, Director/CEO at CBL Foods International (Pvt) Limited. Mr. Perera, too, emphasized the significance of mentoring for the Industry and how it has become a key component in connecting everyone together. His speech was followed by a very impactful video on the relationship of a mentor and mentee and how a mentor could support the mentee to reach greater heights.

The keynote speech was followed by a panel discussion and a Q&A session moderated by Mrs. Gayani De Alwis. This was an interactive session which gave the audience an insight on the essence of mentoring, the procedure, and how to carry out an effective, professional mentor-mentee relationship and benefit from the valuable experiences and skills of one’s mentor.

The event also included a Baratha dance performance to entertain the audience, which was followed by all Mentors and Mentees lighting the official Ignite Oil Lamp as a pledge of their commitment towards this initiative.



In 2017, "Ignite" received global recognition at the CILT International Convention held in Macau, and WILAT Sri Lanka also won the Poster Competition at this conference for Ignite.

To conclude the day's proceedings, Shayka Perera, the Scholarship Winner at Ignite 2016, shared her mentoring experience and her international exposure at the CILT Global Convention held in Macau.

"Ignite" has been providing countless opportunities to young undergraduates and professionals, and WILAT urges all Mentees inducted in 2017 to capitalize on the opportunities they behold.



WILAT

is the women's body of the Chartered Institute of Logistics and Transport (CILT) and is growing from strength to strength ever since its inception in 2013.



This Earth Hour let's#Connect2Earth

We love this planet. That's why each Earth Hour around the globe, millions of people set aside an hour to host events, switch off their lights, and make noise for climate change action. **This year Earth Hour is at 8:30pm on 24 March 2018.**

Earth Hour is more than an event. It is a movement. Over the last 10 years, this initiative has achieved a massive environmental impact. WILAT Sri Lanka joined hands with Earth Hour Sri Lanka in March 2016 to create awareness to protect our planet, reduce the environmental footprints and introduce best practices and sustainable lifestyles amongst the transport, logistics

and supply chain industry in Sri Lanka. The efforts of WILAT SL was also appreciated by the global WILAT community.

WILAT SL believes that is a fantastic start, but needs to move faster, aim higher and act with decisiveness and determination to create positive impact.

Protecting the planet starts with individuals and the realization that all citizens call this planet home. More people need to be inspired to love and value the planet in order to protect it. People are intrinsically linked to nature and have been for millions of years. For the first time in history, humankind is aware that

it is possible to destroy this planet, and similarly, that it is possible to save it. Together, really anything is possible.

Earth Hour 2018 is going to be all about helping each other to make stronger links with mother earth: the shared home for people and nature! More and more people around the world are living in towns and cities and might think it's hard to get in touch with wildlife and the environment.

Whether a person is an urban dweller or looking at how to make a better future for the planet, below are 5 simple ways each person can #Connect2Earth.

• **Reduce plastic use** -

From grabbing takeaways in the midst of a busy day at work to using coffee stirrers, it's no secret that single-use plastics make life convenient for many. Unfortunately, plastic is very harmful for the environment. When plastic isn't disposed of properly, it often ends up in the ocean, where it endangers marine life. Even if it does make its way to a refuse site, plastic generally takes hundreds of years to break down! And plastic is burnt, it often releases poisonous fumes that are bad for all types of life.

The easiest solution is to cut down the use of plastic! Switch to reusable shopping bags, and avoid using plastic plates and utensils. Another solution is to prepare food at home and carry it around in reusable containers!

• **Grow some plants** -

There's something really therapeutic about growing plants. Flowers offer a nice pop of colour amid the tall buildings and grey pavements! Some plants are associated with peace and meditation; such as the bonsai tree, which is often seen as the icon of Zen and tranquility. If space is available, consider setting up a small garden – it'll be a peaceful haven to relax after a hard day's work.

But the best thing about growing plants is that plants are a part of nature. By looking after plants, a deeper connection is created with nature. This is also a nice hobby to get used to.

• **Go hiking over the weekend -**

Take a walk through nature and appreciate everything! Look for a park, discover a trail or go on an adventure to a national park with friends and family!

There is something immensely relaxing about walking through the trees and nature. Use the time to disconnect from everyday life for a while and connect to the trees and other nature. Or if walking along the beach, feel the sand between the toes and listen to the crash of waves against the seashore. Similarly, if up in the mountains, breathe in the fresh cold air and appreciate gorgeous scenery!

Nature is beautiful and it's everywhere. Just set aside some time during weekends and have a look at what can be discovered. There are plenty of beautiful places in this paradise island – Sri Lanka.

• **Eat Sustainably -**

There are some food staples many people eat - rice, pasta, chicken, and fish just to name some examples. And some of them are endangered because of how popular they are! Bluefin tuna might be overfished and on the brink of extinction. And millions of sharks are killed each year to satisfy the demand for shark's fin. Even if such things are not consumed, many people waste food, which is a drain on the environment's resources. So remember to only take what can be safely consumed.

There are so many ways to #Connect2Earth, and show a deep sense of care for it; especially the choices that are made will contribute to global efforts to secure the future of Earth and its biodiversity.

• **Take action for the planet today -**

Whether it's organising or joining a beach clean-up, encouraging people to start recycling, or signing a petition to help protect the planet, connecting to nature can happen anywhere! Securing the future of this planet is up to everyone - and there's no better way to start on that journey than by connecting to Earth and appreciating all that Earth does for its dwellers.



Every individual has the power to make a positive difference for this planet and its biodiversity - and, collectively, these actions can make a real impact! Join

WiLAT Sri Lanka at the 5th year celebration & conference on Friday, March 23, 2018 to learn more about Earth Hour. Get started by taking part in Earth Hour 2018 by visiting the Earth Hour Sri Lanka website www.earthhour.lk



 Amra Zareer

**THIS
EARTH HOUR**
#CONNECT2EARTH





**SWITCH OFF AT
24 MARCH 2018
8:30PM**



END OF THE A380 SUPERJUMBO?

Airbus warns future of plane at risk

Airbus has commented that it might have to end production of the double-decker A380 superjumbo jet, having booked no new orders for the plane in two years.

The European aerospace group had been banking on big orders from Middle East customers but those orders have not materialised.

Airbus's decision in 2007 to pursue the A380, capable of packing in 853 seats, was diametrically opposed to Boeing's bet on the Dreamliner, marketed as a more efficient plane that could be used for both medium and long-distance flights.

But the economics of the A380 have proved daunting, with airlines having to fly every flight at full capacity to

make a profit.

The A380 has a 2018 list price of US\$446m (£324m), and as of December it had booked 317 orders for the plane from 18 airlines. Of those, 222 have been delivered.

But the last order for three jets by a Japanese airline goes back to January 2016. So far, the A380 has cost Airbus €18bn to €20bn, and the company says it needs to build at least six a year for the programme to remain viable.

In many ways, the A380 programme is a race against time: Airbus is hoping China will lead a revival in orders once demand for long-haul planes picks up, arguing the plane is ideally suited for mass-market travel and for heavily congested airports. China is expected to become the world's biggest air travel market in 2022, surpassing the US, according to the International Air Transport Association.

 Ashan Wickramasinghe

ELECTRIC PASSENGER JET REVOLUTION LOOMS

Battery-powered air taxis and bigger hybrid planes poised to change aviation. Trains, ships and automobiles have all been swept along in recent years by the electric power revolution – and planes are next.

Passenger jets are poised for an electric makeover that could fundamentally change the economics and environmental outlook of the aviation industry. Up until now the fact that the necessary batteries weigh two tonnes each has limited the switch from fossil fuels to a totally electric-powered future.

However, in December 2017, a consortium comprising Airbus, Rolls-Royce and Siemens said they had found a way to use hybrid electric jet engines to conquer gravity. They are converting a regional jet into a demonstration plane, called the E-Fan X, which will be ready by 2020. The BAE 146 demo aircraft, a jet that seats up to 100 people, will at first have one of its four gas turbine engines replaced with the hybrid engine. This engine will be powered by batteries and an on-board generator using jet fuel. If successful, the team will then move to two electric engines.

Siemens is designing the 2MW electric motor, Rolls is building the generator that powers the engine and Airbus will integrate the system into the plane and link it to flight controls.

They are developing the hybrid motor because fully electric commercial flights are currently out of reach. Pound for pound, fossil fuels contain around 100 times as much energy as a lithium-ion battery, the most common electric power pack at present. In a car, which has its wheels planted firmly on the ground, engineers can design a vehicle to offset that weight disadvantage. But in a machine that must lift itself off the ground and propel upwards this is a much harder problem to solve. They are developing the hybrid motor because fully electric commercial flights are currently out of reach.

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NEW AIRPLANE BIOFUELS PLAN WOULD 'DESTROY RAINFORESTS', WARN CAMPAIGNERS

A new plan to accelerate production of biofuels for passenger planes has drawn stinging criticism from environmentalists who argue that most of the world's rainforests might have to be cleared to produce the necessary crops.

Aviation is one of the fastest growing sources of greenhouse gas emissions, with an 8% leap reported in Europe alone last year and a global fourfold increase in CO2 pollution expected by 2050.

To rein this back, the industry has promised carbon neutral growth by 2020 – to be met by biofuels, if a blueprint is approved at an International Civil Aviation Organisation (ICAO) conference in Mexico City.

The “green jet fuel” plan would ramp up the use of aviation biofuels to 5m tonnes a year by 2025, and 285m tonnes by 2050 – enough to cover half of overall demand for international aviation fuel.

But this is also three times more biofuels than the world currently produces, and advanced biofuels are still at too early a stage of development to make up the difference.

Environmentalists say that the most credible alternative fuel source would be hydrotreated vegetable oil (HVO), even though this would probably trigger a boom in palm oil plantations and a corresponding spike in deforestation.

It is impossible to quantify the precise extent of deforestation that the proposal could cause, but based on the Malaysian Palm Oil Council's crude palm oil yields and Total conversion figures, environmental groups estimate that 82.3m hectares of land (316,603 sq miles) would be needed to meet the target, if it were sourced from palm oil alone. That is more than three times the size of the UK.

T&E, Oxfam and Friends of the Earth are among nearly 100 environmental groups protesting the proposal, while 181,000 people have signed a petition calling for the initiative to be scrapped.

Brazil and Indonesia strongly support the plan but China has questioned its feasibility, and the EU is asking for more robust sustainability criteria, and the US says it will not support globally coordinated emissions reductions targets.

An industry proposal to limit the biofuels target to 2025 is one possible compromise, but others may emerge before the plan is put to a vote.

ELECTRIC COMMUTER PLANE, BACKED BY BOEING, COULD TAKE OFF IN 2022

A US start-up backed by the venture capital arms of Boeing and JetBlue Airways has announced plans to begin selling a hybrid-electric commuter aircraft by 2022.

The small plane is the first of several planned by Zunum Aero, which said it would seat up to 12 passengers and be powered by two electric motors, dramatically reducing the travel time and cost of trips under 1,000 miles (1,600km). Zunum's plans and timetable underscore a rush to develop small electric aircraft based on rapidly evolving battery technology and artificial intelligence systems that avoid obstacles on a road or in the sky.

Boeing also announced that it plans to acquire a company that specialises in electric and autonomous flight to help

its own efforts to develop such aircraft. Furthermore, several companies, including Uber Technologies and Airbus, are working on electric self-flying cars.

Zunum does not expect to be the first to certify an electric-powered aircraft with regulators. Rather, it is aiming to fill a market gap for regional travel by airlines, where private jets and commercial jetliners are too costly for many to use.

Electric-vehicle batteries, such as those made by Tesla and Panasonic, would power Zunum's motors, although Zunum has no commitment with either company. A supplemental jet-fuel engine and electrical generator would be used to give the plane a range of 700 miles and ensure it stayed aloft after the batteries are exhausted.

PREFAB TERMINAL FOR SRI LANKA AIRPORT AFTER EXPANSION DELAY

Sri Lanka is planning to install a pre-fabricated terminal as a stop gap solution after a delay in awarding a contract to expand capacity at the island's main airport which is running at almost double its capacity.

Bandaranaike International Airport (BIA), owned by state-run Airport and Aviation Services Ltd (AASL), handled 9.5

million passengers in 2016, though it is designed to handle only 6 million passengers a year.

A Japanese funded project to expand the terminal to 15 million passengers was originally scheduled to be completed by 2020, but a delay in the award of the contract has pushed the date back to 2022. The prefab terminal is expected to be up and running in 2018.



Anjalika Perera

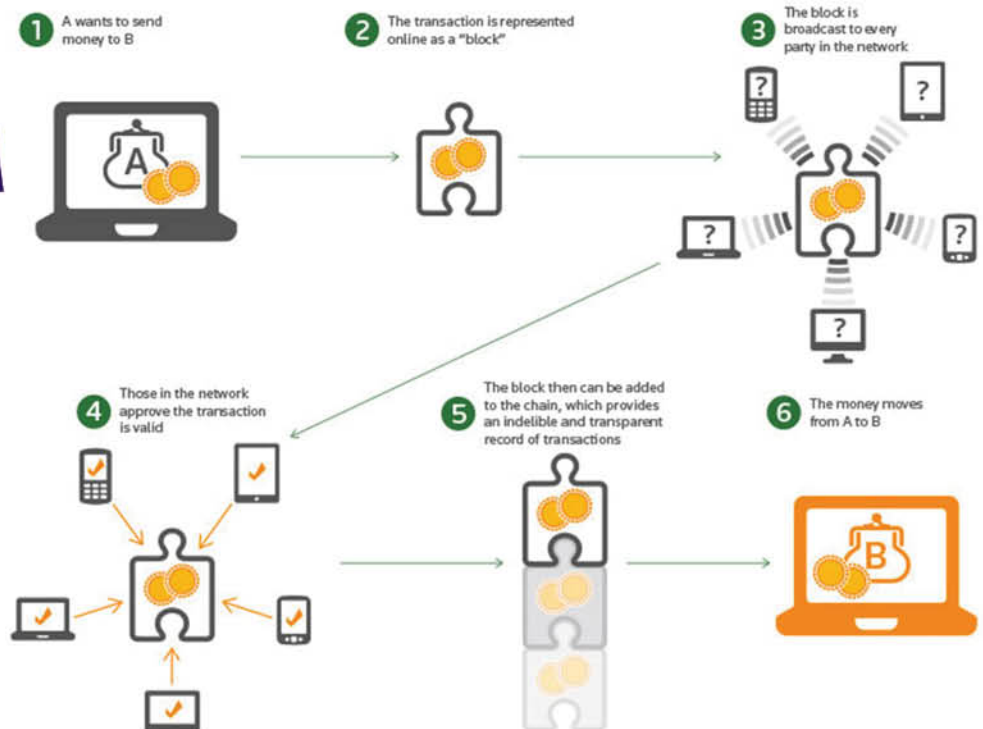
Since the dawn of mankind, humans have been fascinated and obsessed with flight and the likes of it. Although not gifted with feathers or wings to conquer the skies (like we have mastered land and sea), humans have built tools and machinery using their superior intellectual prowess in order to uncover the secrets of flying. This was what that had led to the Chinese building kites during 5th century BC, Leonardo da Vinci's 15th century dream of flight, and ultimately the Wright Flyer in 1903 - the first controlled, sustained flight of a powered, heavier-than-air aircraft. The aviation

industry has come a long way since then; a little over a century later Emirates Airlines alone possesses 101 Airbus A380 aircraft in its fleet, the largest passenger aircraft that can carry over 525 passengers.

Like all industries in the 21st century, commercial aviation faces opportunities and challenges with new digital technological hypes that are upcoming. One of them is BLOCKCHAIN, which has stolen the attention of companies across industries, including airlines.

What is Blockchain

A Blockchain is a continuously growing list of records, called blocks, which are linked and secured using cryptography. It is 'an open, distributed ledger that can record transactions between two parties efficiently and in a verifiable and permanent way'. It is permanent because once recorded, the data in any given block cannot be altered retroactively without the alteration of all subsequent blocks. Unlike traditional data technology, Blockchain technologies are consistent and durable, shared and mutualized, and protected at the data element level.



The first Blockchain was conceptualized in 2008 by an anonymous person or a group known as Satoshi Nakamoto, and implemented in 2009 as a core component of Bitcoin where it serves as the public ledger for all transactions. Now the technology facilitates online secure transactions in global supply chains, financial sector, insurance, land registration, smart contracts and can even enable online voting.

Applications in Airline

The characteristics of the airline industry—and also the broader travel industry—align well with the capabilities of the Blockchain. There are numerous players, across platforms that enable an air travel journey, from booking to arrival, players can include airlines, online travel platforms, card providers, airports, immigration, government, hotels, car rental agencies and more. Each of these points require, collect, store and often share traveler and operational information, and a web of complex and seemingly endless data reconciliation is happening behind the scenes of every touchpoint of every traveler's trip.

With so many systems in place, data exchange is not always smooth. Information is vital for operational, financial, safety and security reasons. Thus, using Blockchain technology for enhanced reconciliation and data sharing is a compelling value proposition for this industry. Through Blockchain, the commercial airline industry can establish a digital archive of records, data or transactions which is easily accessible by the users across the network.

Applications can be illustrated mainly across several areas:

Ticketing

Simply put, an e-ticket is a database entry. Smart Contracts can facilitate tokenization of e-tickets and empower the value chain partners for ticket sales and other actions related to tickets. With regards to the sale and usage of tickets airlines can add business logic and terms and conditions. This opens the door for tickets to be sold by different partners, and in real time, from anywhere in the world in a safe and efficient manner.



Identity Management

Blockchain technology, together with biometrics, can take the hassle out of identity management, which usually has 3 players: government (managing identity), passenger (claiming identity) and airport control (validating identity). The government can publish data on the Blockchain, combining the passenger's biometrics (iris, finger print, facial recognition etc.) with personal identification information (name, date of birth, passport number). Thus, using this information airport control can verify the passenger's identification with ease and speed. Unlike traditional passports, Blockchains are end-to-end encrypted and secure; thus, has no risk of producing counterfeits.

This technology is already in progress - British Airways has begun trialing self-service biometric boarding gates on international flights out of the US, working in partnership with the Los Angeles International Airport. Passengers will no longer need to present their passport or boarding pass at the gate – only at check-in and security. Instead, travelers look into a camera prior to boarding, wait for their biometric data to be verified, and then walk onto the aircraft.



Loyalty

Blockchain has the ability to turn airline miles into something much more prevalent and valuable outside the defined boundaries of airlines. In traditional loyalty points schemes travelers often have to wait until points settle and accrue to use them, and they are limited on where they can spend them. By tokenizing loyalty points on Blockchain, travelers can get instant value by redeeming them on the spot. They can also use them more broadly through a specific user community of partners, like a marketplace or exchange model. Through Blockchain airlines can create much more value to its users on traditional loyalty schemes.

Security and identity

Protecting data privacy is a clear issue when it comes to passenger records, flight manifests and crew information. There are security implications in play if this data is not properly protected. Blockchain technology with a security wrapper creates a very different and less risky way of managing and sharing this information through the use of authorized access requirements. Information will not be revealed unless all the authorized parties have validated the transaction.

Item custody-change tracking

Blockchain enables tracking of change of custody for passengers' luggage through their journey between

airlines, airports, and ground handlers. When something goes wrong with luggage it is important to have a log of accurate custody changes to be able to determine who is responsible, and ensure swift action for recovery of lost baggage.

Another prominent use of the Blockchain technology is the registration of components (and even airplanes) as they change custody between manufactures, traders, maintenance service providers, and airlines. The data about the airplane component is stored in the ledger - for example the date of manufacturing, serial code, etc. Suppose this new part of the airplane malfunctions; this information is updated in the Blockchain and can be later recalled even after the aircraft changes ownership. This visibility is profound, and can take the practice of maintenance, safety and aircraft security to new levels.

Of course, over the course of centuries many new sciences and technologies have disrupted and revolutionized the aviation industry beyond recognition. Blockchain shows great promise in effective information management and sharing, all the while guaranteeing an encrypted, secure platform. It may not be fail safe, but experts are confident the new hype in technology has a lot to offer to increase customer value in the commercial airline industry. Although Blockchain technology is at its early stages, it is undoubtedly transforming the way business operates. Circumstances not even conceived of today will become routine, reducing complexities and costs while improving the travel journey with real-time experiences.



Puzzle



Yashodha Nirupamala

Horizontal

- 2) The Royal Dutch Airlines is the Netherlands national airline. It is the world's oldest airline, established in 1919 which is still flying under its original name of _____
- 3) The world's tallest air traffic control tower is based at Suvarnabhumi International Airport in the country _____. The tower is a 132.2m (434ft) height round shaped building and is as tall as a 40-story skyscraper. The air traffic control tower handles about 76 flights per hour and has a 360 degree view of the 32.4km² surface area of the airport
- 6) _____ is an aircraft currently under construction in Mojave, CA. With a wingspan of 385 ft (117 m), it will be the world's largest aircraft by wingspan and the largest all-composite aircraft ever built. It is designed to carry a maximum takeoff weight of 1.3 million pounds. The six-engine plane has a wingspan of 385 feet which is longer than the length of a football field
- 9) Whilst many airlines feature a business class, _____ Airways were the first to invent and introduce the class in 1979! Soon after, the world saw an expansion of business classes on major airlines such as British Airways and American Airlines
- 10) Heathrow Airport (also known as London Heathrow) is a major international airport in London, United Kingdom. Heathrow is the second busiest airport in the world by international passenger traffic. Its IATA code is _____

Vertical

- 1) Airport has become the first airport in the world to introduce touch-less bag drop – a faster means of checking in
- 4) This Airlines is the largest by fleet size, revenue, profit, passengers carried and RPK
- 5) The longest paved runway in the world is at Qamdo Bamda Airport in the country _____. The runway is about 3.4 miles
- 7) SriLankan Airlines is a member of _____ airline alliance, which is founded on 1 February 1999. Its slogan is "An alliance of the world's leading airlines working as one."
- 8) This country owns the highest number of airports or airfields recognizable from the air followed by Brazil and Mexico

(send your answers to editor@ciltsl.com on or before 17th April 2018)



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